

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8513

第六十六年三統宣

TUESDAY, JULY 11 1911.

二拜禮

號一十月七英港香

\$30 PER ANNUM.
SINGLES COPY 10 CENTS.

SPECIAL TELEGRAMS.

TOKYO STREET CARS.

MUNICIPALIZATION BILL PASSED.

[“INDEPENDENT NEWS” AGENCY.]
Tokyo, July 11.

Yesterday, in Tokyo, the Bill was passed regarding the municipalization of the street tramways in Tokyo, at a meeting of the Tokyo Municipality, after a heated discussion.

REUTER'S TELEGRAMS.

MOROCCAN SITUATION.

REICHSTAG OPINION.

[SERVICE TO THE “TELEGRAPH.”]
London, July 11, 7.50 a.m.

It is announced from Berlin that negotiations regarding the situation in Morocco are confined to Berlin.

The present opinions amongst members of the Reichstag are that all parties are collected on the question

German newspapers unreservedly approve of the Germanic move at Agadir.

A Radical member of the Reichstag is cited as saying that “the world belongs to the bold and if our policy results in the withdrawal of German troops it will never again be taken seriously.”

HOME POLITICS.

PARLIAMENT BILL.

[SERVICE TO THE “TELEGRAPH.”]
London, July 11, 7.50 a.m.

The “Standard” and the “Daily Mail” condemn as ill-judged the Unionist talk about surrender or compromise in the matter of the Parliament Bill.

The “Daily Express” understands that the Peers are determined to stretch their constitutional powers to the utmost.

Shanghai Gas Co.

At a meeting of the Board of Directors of the Shanghai Gas Company, Ltd., held on Saturday last, an interim dividend of six per cent. (1/2s. 3 per share) for the half-year ended June 30, was declared payable on the 27th inst.

REUTER'S TELEGRAMS.

MOROCCAN SITUATION.

FRANCO-GERMAN CONFERENCE.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 2.25 p.m.

There has been published a German semi-official statement, saying that Ambassador Cambon has called upon Foreign Secretary Kiderlin-Waechter (with regard to the situation in Morocco), and that both sides have a sincere desire to arrive at an understanding.

FRENCH ACTION.

London, July 10, 5.20 p.m.

The French troops in Morocco are continuing operations on a considerable scale.

General Moynier, who is in charge of the French forces, has been traversing the country westwards of Mekinez, with a few casualties, dispersing the hostile natives.

General Dito is taking another column of troops from Rabat to join General Moynier, after which the latter will return to Fez.

“The Times” St. Petersburg correspondent states that in the German reply to the Russian request, of date 8th instant, it is contended that the Sus region is outside of the Algerians agreement.

Germany alone is entitled to safeguard German interests there.

A warship will leave soon for the spot and all danger at the place has disappeared.

HOME POLITICS.

SITUATION OF PARTIES.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 11.5 a.m.

The Liberal newspapers are somewhat gloomily contemplating what they call the disunion amongst the Unionist Party and refer to “inspired” articles for surrender appearing in the “Telegraph.”

REUTER'S TELEGRAMS.

The conciliatory attitude adopted by “The Times” shows signs of “good sense” beginning to prevail in the Unionist Party course.

Tory extremists are desirous of embroiling the Crown in the political conflict.

The “Morning Post” declares that the majority of the rank and file are strongly opposed to surrender.

Unionist will make representations to their leaders to disavow any intentions attributed to them of allowing the Veto Bill to pass without Lord Lansdowne's and Lord Cromer's amendments, until they have exhausted every constitutional weapon.

Meanwhile, the decision of the Unionist leaders on the resumption of consideration of the Veto Bill in the report stage in the House of Lords on Thursday is eagerly awaited.

AFFAIRS IN ALBANIA.

PORTO'S PROPOSALS.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 5.20 p.m.

From Constantinople it is reported that the Porto has offered further slight concessions to the Albanian insurgents, which concessions, however, are still far short of the latter's demands.

It is proposed to send a mixed civil and military commission to study the causes of discontent in the country.

RAILWAY OUTRAGES.

IN FRANCE.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 5.20 p.m.

Two more express trains have been derailed during the week-end in France.

The causes of the disasters have not been definitely ascertained but the third palpable attempt on the Paris-Cherbourg Line strengthens the suspicion that all the attempts were malicious.

REUTER'S TELEGRAMS.

SECOND DREADNOUGHT.

FOR RUSSIA.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 9.35 p.m.
Russia's second Dreadnought, the Poltava, has been launched at St. Petersburg.

BISLEY MEETING.

COLONIAL TEAMS.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 9.35 p.m.

The Bisley Rifle Meeting opened to-day, and was remarkable by reason of the unusually strong attendance of Colonial teams and individuals.

There were also competitors from India, Egypt, and the Sudan.

NEW GOVERNOR OF MAURITIUS.

MAJOR CHANCELLOR APPOINTED.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 10 p.m.

Major John R. Chancellor has been appointed Governor of Mauritius.

[Major Chancellor, C.M.G., belongs to the Royal Engineers and was formerly secretary to the Colonial Defence Committee. He was born in Edinburgh in 1870.]

FAMOUS BROOD MARE.

SOLD FOR 7,000 GUINEAS.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 11.35 p.m.

At the Newmarket Horse Sales, the famous brood mare Sceptre was sold for seven thousand guineas.

[Sceptre's year was 1902, when she won the Oaks, the St. Leger, the Two Thousand Guineas and the One Thousand Guineas Stakes.]

SIR ELDON GORST.

SINKING FAST.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 1.40 a.m.

Sir Eldon Gorst, the late British Agent in Egypt, is reported to be sinking fast.

REUTER'S TELEGRAMS.

COTTON IN CHICAGO.

RAINS AFFECT MARKET.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 1.40 a.m.
In Chicago there has been a break in the cotton market of fifty points in consequence of reports from Texas and Oklahoma of heavy rains, making almost certain a record crop.

BRITISH CRICKETERS FOR AUSTRALIA.

ACCEPTANCES.

[SERVICE TO THE “TELEGRAPH.”]
London, July 10, 1.40 p.m.

Foster has accepted the invitation to take a place in the English cricket team which is shortly going to Australia.

Kinnair and Ironmonger have also been invited by the Marquis to join the English team.

ROYALTIES IN IRELAND.

AT DUBLIN CASTLE.

[SERVICE TO THE “TELEGRAPH.”]
London, July 11, 7.20 a.m.

Their Majesties King George and Queen Mary, who, accompanied by H.R.H. the Prince of Wales, H.R.H. the Duke of Connaught, and H.R.H. Princess Mary, are on an official visit to Ireland, yesterday morning received addresses at Dublin Castle from 130 representative Irish bodies.

His Majesty, in replying, said that he had already spent many happy days in Ireland and hoped to enjoy many more.

He was glad to hear of the increasing prosperity in all the provinces of Ireland. It was his intention to follow in the footsteps of his father, King Edward, doing everything in his power to promote the happiness and the general well-being of the Irish people.

The Wuchang mint has set to work to turn out a new pattern copper cash, which will be issued for use along with the new-pattern dollars.

REUTER'S TELEGRAMS.

THE KING IN IRELAND.

HONOURS AT DUBLIN CASTLE.

[SERVICE TO THE “TELEGRAPH.”]
London, July 11, 8.30 a.m.

At Dublin Castle yesterday evening, His Majesty King George with full ceremonial, invested the Earl of Shaftesbury and Field Marshal Viscount Kitchener with the Order of the Knight of St. Patrick.

AN EARTHQUAKE IN HUNGARY.

STREET COLLAPSES.

[SERVICE TO THE “TELEGRAPH.”]
London, July 11, 8.30 a.m.

It is reported from Budapest in Hungary that a street in Szondy collapsed, leaving a cavity seventy-five deep and sixty feet long, as a result of an earthquake which was experienced there on the 9th instant.

The water-mains burst and several vans passing by fell into the cavity, the horses being drowned and the drivers rescued with difficulty, after sustaining serious injuries.

LIQUOR TRAFFIC.

IN SOUTH AFRICA.

[SERVICE TO THE “TELEGRAPH.”]
London, July 11, 3.48 p.m.

The Native Races and Liquor Traffic Committee, representing temperance organisations all over the world, memorialized Sir Lewis Harcourt, Secretary of State for the Colonies, to-day, urging the Imperial calling of a meeting of the Powers at the earliest possible moment in order to consider

the sale of spirits in Africa, especially extending to the prohibition zones towards the coast.

Amongst the signatories to the memorial are the Duke of Westminster, the president of the Committee, and the Bishop of London, chairman.

CHINESE TELEGRAMS.

NAVAL COLLEGES.

TO BE ESTABLISHED.

[“SHAT PO” SERVICE.]

Peking, July 10.

Prince Tsai Hsun, the First Lord of the Admiralty, intends to raise foreign loans for the purpose of re-organizing the navy and establishing two naval colleges at Tientsin and Nanking.

BORDER TROUBLE.

SITUATION CRITICAL.

[“SHENG PO” SERVICE.]

Peking, July 10.

The Viceroy of the Three Eastern Provinces has telegraphed to the new Cabinet reporting that the border troubles of Kirin and Heilankiang are very critical and troops should be sent to these places at once.

The Viceroy also asked for the formation of a citizen army for protection.

A GERMAN LOAN.

[“SHAT PO” SERVICE.]

Peking, July 10.

The Viceroy of the Three Eastern Provinces has obtained a loan of \$1,400,000 from a well known German bank for the relief of distress in the Newchwang market caused by the recent failure of a native bank.

POSTAL AFFAIRS.

[“SHAT PO” SERVICE.]

Peking, July 10.

The Ministry of Communications has asked the Government to appoint a superintendent in charge of postal affairs.

THE TACHING BANK.

[“SHAT PO” SERVICE.]

Peking, July 10.

The Ministry of Finance has telegraphed to the superintendents of finance in the various provinces to push forward the interests of the branches of the Taching Bank and to establish branches in the provinces where there are none at present.

The Weather Forecast.



THE SEAMEN'S STRIKE.

The Giving of the Signal.

The "Times," London, of the 15th ult. writes:—
The concerted signal for the beginning of a strike of seamen was given yesterday at meetings held in London, Liverpool, Manchester, Newcastle, Cardiff, Bristol, Southampton, Hull, and other ports. At the London demonstration and at most of those held at ports in the country rockets were fired at a given point and a banner was unfurled announcing that "War is now declared" and inviting the seamen to "Strike hard and strike for liberty."

It is too early to form an opinion as to how the movement will spread, for while in certain ports the men have already refused to sign articles, in others there was no difficulty in engaging seamen at the old rates of wages. The demand for a National Conciliation Board, which was the original cause of difference with the shipowners, is not being put into the forefront of the agitation. A claim for higher wages is proving a more popular appeal, and the concession of the rates asked for by the owners of the new White Star liner Olympic is being hailed by the seamen as a first victory. It should be pointed out, however, that there is no system of collective bargaining as between shipowners and their men, the members of the shipowners' association being free to fix any rates they choose for their own ships.

The Strike in London.

The seamen in London have been slower in responding to the incitements of the leaders than in other parts of the country. The only crew who have so far acted have been the men of the Atlantic Transport Company's steamer Minnewaska, who have given notice to cancel their engagements unless they receive the same wages as have been granted to the crew of the Olympic.

The formal beginning of the strike, however, was only appointed to take place last night, when a demonstration was held outside the gates of the West India Docks. About 2,000 persons, mostly seafarers, attended, and considerable unanimity was shown in response to the appeal not to sign articles for a less rate of wages than that laid down by the Sailors' and Firemen's Union. Men who are expected to sail from London this week were invited to join the strikers, and it was pointed out that owing to the simultaneous declaration in all British ports, as well as in Holland and Belgium, it would be impossible to replace the crews by "blacklegs" from other ports. Mr. Havelock Wilson, who was the principal speaker, declared that no one could say how far the strike would extend, for the discontent was spreading among all the dock labourers, and within 48 hours there might be developments which would involve all the men in the transport trade.

The following notice was issued on behalf of the International Seamen's movement:—

"Fellow Seamen."

As our employers have refused a reasonable request for a Conciliation Board and the establishment of a minimum wage, we have decided to fix our own wages in future and other conditions until such time as the shipowners are willing to agree to a National Board being established to fix and regulate wages and employment. You are, therefore, requested to refuse to sign for less than £5 10s. per month—sailors and firemen alike—on all cargo vessels, passenger boats—apart from mail-carrier vessels—10s. above the cargo-boat wages. Mail boats now paying £5 10s. for firemen pay £6 per month in future, unless owners come to an agreement with the union; boatwains, carpenters, donkeymen, greasers to have a proportionate advance to that obtained by sailors and firemen.

"Overtime.—Overtime to be 9d. per hour from knocking-off time until 12 midnight. After that 1s. per hour until 6 a.m.

"Weekly Boats.—The lowest rate of wages to be demanded by men sailing by the week to be not less than 35s. per week; boatwains, carpenters, donkeymen, greasers to have a proportionate advance. Overtime rates to be 9d. per hour from 5 p.m. until 12 p.m. After 12 p.m. until 6 a.m. the rate to be 1s. per hour.

"Be men and demand these rates."

Seamen Outside London.
In the ports outside London the most important among the early movements yesterday was in Liverpool. There the men anticipated the announcement of their leaders, and during the morning 350 seamen and firemen began the strike by refusing to sign for the Tautonic, which should sail on Saturday on the White Star Canadian service. Half an hour later 300 men also refused to sign for the Canadian Pacific steamer Empress of Ireland, scheduled to sail to-morrow. Following the men's action, a hastily summoned meeting was held at the docks, and Mr. Tom Mann and Mr. Joseph Cator declared, officially that, so far as Liverpool was concerned, the strike had begun, and displayed a red poster, "War Declared. Strike for Liberty!" The men were requested to attend the strike committee rooms and to do their share of peaceful picketing, and there was a ready response. At night they passed a long resolution, which was despatched to the King to explain the reason why they have struck work at the present moment.

At Southampton the immediate interest was centred in the White Star liner Olympic, which left on her maiden trip to New York. At the last moment there seemed some doubt whether the vessel would sail, but the company conceded the men's demands, increasing the pay of dock hands to £5 10s. per month, greasers and firemen to £6 10s., and trimmers £5 10s. This further increase of 10s. all round, however, only applies to large boats of the Olympic type. The crews of the Union-Castle Line and the Royal Mail Company refused to sign, on unless their demands were conceded, and it is expected that to-day the movement will extend to the South-Western boats and several departments of other workers. The Southampton Town Council have appointed a committee to try to bring about a settlement. Yesterday the Southampton coal-porters' strike was settled by the men agreeing to return to work on the terms offered by Messrs. Rea.

There are distinct gaps, so to speak, in the strike area. Thus at Hull, where much of the trade is in the nature of coasting, and of short foreign regular sailings with the ports of Northern Europe, many of the seamen are enrolled in the Hull Seamen's and Marine Firemen's Association, and none of the members of this Association are taking part in the movement. These Hull men receive 30s. a week, an amount in excess of what is paid in other ports, and Mr. Butler, the secretary of the Association, said yesterday that he was bound to keep faith with the owners who had dealt with them honourably. It is not anticipated that there will be any difficulty with the sailing of the Wilson liner Anro to-day as those men who gave notice have now withdrawn them.

Considerable mystery has surrounded the opening of camps in various places to collect prospective strikers. But this of the organization does not seem to have been very extensive or exceptional successful. It was reported, for instance, that a camp and carnival in connexion with the strike was to be opened yesterday at Boldon, between Sunderland and South Shields, but there were few signs of preparation. Several showmen arrived. The only representatives of the Union, however, were three ordinary members who attend as spectators, and in a tug-of-war which was got up the Press representatives had to join to make up a team.

Union officials, as at Sunderland, complain of a lack of interest in the movement and that the seamen appear to take no notice of the Union's action. At other centres, on the other hand, mass meetings of the men have passed resolutions of confidence in their leaders and pledged themselves to "stand firm in the struggle"; and several firms have agreed to receive deputations.

LANGUAGE DIVIDES CHINA.

That China must first adopt a universal language of her own to obtain any salutary results from her proposed reform is the view of Dr. John Fryer, an eminent scholar of Far Eastern affairs. In an interview with a "Shanghai Times" reporter the doctor was most emphatic in his declaration that the only sure remedy for existing national disorders is a common medium of intercourse that all can understand.

Dr. Fryer

first came to China fifty years ago and spent most of his time here until fifteen years ago, when he went to Berkeley, California, where he now occupies the chair of Oriental Languages in the University of California. During his many years of residence in this country Dr. Fryer translated a number of scientific works for the Chinese Imperial Government. He has been here during the past few weeks on a visit and expects to remain until the twelfth of next month, when he will return to the United States.

"That China must have an universal language of her own," said the eminent scholar "strikes me more forcibly now than ever before. Three-fourths of the people of the Empire are conversant in the Mandarin tongue, while the other fourth is divided by four hundred dialects, I am told. The government should

Enforce the Teaching of the Mandarin language in the schools and make it the language of the whole country. The need of a common language throughout China has been the cause of all the friction between the government and the people all along. An official goes into another province. He has to employ an interpreter to make himself understood. Interpreters are not always reliable, and what the official says is often misconstrued. A judge cannot ask a prisoner a direct question. He has to put it through an interpreter. This all causes misunderstandings and distrust. What is a parliament? A place where people parley—discuss. How can China have a representative form of government if her representatives cannot hold intercourse? "The government has promised the people a constitutional government like Japan or any other modern government. She has promised new laws and an

Entirely New System by 1915. This is going about it backwards. I am firmly convinced that China must first adopt a common language before she can effect reforms. She has a universal written language which all can understand, and this is the only thing that has held China together, but a Canton man can't go into any other province and get along any more than a German can get on in America without a knowledge of English, or an Englishman in France, if he expects to live there, without being able to speak French. Every country should have a language of its own. It would not take long for one quarter of the people to learn the language of the other three-quarters if it were made compulsory by law.

"The awakening of China is very perceptible. Whereas awhile ago the people had an abhorrence of anything foreign they are now anxious to adopt any new ideas that appear good. Just at present they have a yearning to be the language in their schools.

English is the Medium

through which the Chinese people speaking different dialects communicate, but this is only a passing fancy and they will soon give it up. They should adopt a language that they can all acquire readily, and the Mandarin dialect is the best suited for all, because the smaller proportion who do not speak it can readily pick it up. "Everything can be expressed in the Chinese language that can be expressed in English. Its vocabulary is as complete as any other. New words are continually being added to every language and the Chinese can coin new words as well as the rest.

"Years ago the Chinese education consisted in a course in classics, nothing else. This prac-

tically comprised political ethics. If a man passed the examination in literature he was eligible to hold any public office. Now, however, they are

Establishing Schools.

colleges and universities where every branch of modern education is taught. The various courses are now conducted in English, but they could just as well be taught in the Mandarin tongue. A while ago the Japanese thought it was necessary for every one to learn English, but now they have found it is a waste of time and instructions in the schools are conducted in their own language."

Asked if he had observed any great changes in China after his fifteen years' absence, Dr. Fryer said that he had been too busy with his own private business affairs since his arrival here to make observations, although Shanghai had changed in general appearance, and the Chinese were nearly all wearing different attire, especially the women, while a good many of them had adopted foreign dress. The city had grown and there were a great many more large buildings and foreign residences than when he was here before.

GREENWICH OBSERVATORY.

The Board of Visitors of the Greenwich Observatory made their annual inspection recently. The report is the first issued by the new Astronomer Royal, Mr. F. W. Dyson, and, inter alia, states that it is hoped to determine the parallaxes of all stars within 26 deg. of the North Pole, whose proper motion exceeds 20 deg. per century, also of stars in the areas selected by Kapteyn. The 30in. reflector has been used for photography of comets (that of Halley being photographed on four nights), also of Saturn's ninth satellite. Jupiter's eighth satellite is now out of reach in this country, but is being photographed at Helwan, Egypt, the plates being sent to Greenwich for measurement. The ephemorid prepared at Greenwich is now about 20 sec. in error; the period appears to be about a quarter of a day longer than that calculated, which was 738.9 days, or just over two years. A large model of the course of this satellite from 1908 to 1916 was prepared, and is now exhibited at the Shepherd's Bush Exhibition. Photographs of nebulae are also being taken, several of them being nebulae in Herschel's Catalogue which have not been recently observed.

Photographs of the sun are available for every day in 1910, 171 being taken at Greenwich, 104 at the Cape, and 90 in India. Solar activity has greatly diminished, and the minimum is approaching. The rainfall for the year ended April 30, 1911, was 25.93 in., or 1.8 in. above the average. The greatest daily fall was 0.79 on April 2. This has since been exceeded on May 31, when an inch fell in an hour.

In view of the considerable magnetic disturbances of which chronometers on warships are now liable, some interesting experiments are in progress for testing the effect of a powerful electro-magnet on the rate of chronometers at various distances.

AN ELECTRIC KITCHEN-MAID.

With the exception of scrubbing the floor, an electric cabinet described in the June "Popular Mechanics Magazine" is designed to do practically every kitchen chore requiring that commodity commonly known as "elbow grease." In a special compartment, out of harm's way and protected from dust and damp, is a little electric motor somewhat more powerful than an average man, and so economical that if it were run two hours a day the cost for electric current would be only about 13 cents a week, at the average city rate for electric power. This motor can be connected to run a large number of the ordinary kitchen utensils.

Paris has a museum of phonetics. Nearly twice as many women as men are engaged in the industries of Japan. There are but 17 recorded ascents of Mount Ararat.

Prepaid Advertisements.

25 WORDS \$1 for 8 insertions or \$2 for one week.

HOUSE TO LET in Kaitford Terrace, Kowloon. Apply to—The Hongkong Land Investment and Agency Co., Ltd. [1194]

LATE TELEGRAMS.

Aviation Circuit Race.

London, July 4.—In the aviation circuit race, eleven competitors crossed the Channel without mishap, in bright sunshine. Ten of them reached London.

Gibert won the Dover prize for the fastest cross-Channel flight. Vedrinos was the winner in the Calais to London stage, and Beaumont in the Paris to London stage.—"N. O. D. News."

President Taft at Indianapolis.

Indianapolis, Ind., July 5.—President Taft delivered the Fourth of July address here yesterday. In the course of his speech the President referred to the Reciprocity Bill, which is now pending before the Senate. He made a strong defence of his position in urging the measure against the judgment of many of the leaders of the Republican Party, particularly those in the Senate.

The President discussed the principal of reciprocity from the time of its first adoption by the United States, and declared that there could be no more appropriate application of it than to the relations existing between the United States and Canada. He declared that it was in harmony with the declaration that the people of the United States desired a reduction of the tariff.

Australian Defence.

London, June 27th. A Sydney dispatch says that in preparation for making Cockatoo Island a base for building other vessels of the Australian Fleet a call will be made in July for 800 volunteers from the compulsorily enrolled cadets to undergo naval training.

A Cryptic Explanation.

London, July 4.—The German communication to the Powers, notifying them of the despatch of the gunboat Panther to Agadir, concludes by saying that as soon as order and tranquillity have been restored in Morocco, the vessel will leave.

The newspapers point out that the importance of the above lies in the word "Morocco," implying that the length of the stay is not dependent upon local conditions in the South.—"N.C.D. News."

Quezon in New York.

New York City, N.Y., July 5.—Manuel Quezon, one of the resident commissioners from the Philippine Islands, yesterday addressed the audience at the Tammany Hall 4th of July celebration, on the question of Philippine independence. Mr. Quezon was loudly applauded by his audience.

Pasteur Institute at Tientsin.
Peking, June 29.—The French delegate to the Plague Conference, Dr. Broyard, will establish a branch of the Pasteur Institute at Tientsin.

The Currency Loan Agreement.
Peking, June 29.—There is a rumour that Japan and Russia will make a joint protest against Article 10 of the Currency Loan Agreement.

Persia to Enlist More Foreign Brains.

New York, June 26.—The Persian Government has decided to engage more financial advisers from the United States. Mr. Shuster, former official of the Customs House in the Philippines, and three others will be appointed to the new posts.

German Colonies.

Berlin, June 27.—Herr von Lindquist, the German Secretary of State for the Colonies, will proceed to South-West Africa in October on a tour of inspection.—Deutsche Japan-Post service.

Intimations



SHORTEST & QUICKEST ROUTE

THE FAR EAST & EUROPE. via DAIREN. SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellent equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

1st Class Fares	Shanghai (Steamer).....Lv.	Thurs. Sat.	Sun.
\$40	Dairen (").....Ar.	Tues. Wed.	Fri.
	" (S.M.R. Train).....Lv.		
Y14.95	Mukden (").....Ar.		
	" (").....Lv.		
Y11.50	Changchun (").....Ar.		
	" (Russian Train).....Lv.		
R 9.60	Harbin (").....Ar.	Mon. Thurs.	Sat.

Connecting at Harbin with

SOUTH BOUND.

Connecting at Harbin with			State Ex- press from St Pet'g.	State Ex- press from Mos- cow	Wagon Lits from Mos- cow
R 9.60	{ Harbin (Russian Train)...Lv.	* 11.20 a.m.	Mbs.	Wed.	Fri.
	{ Changchun (")...Ar.	* 8.25 p.m.	"	"	"
Y11.50	{ " (S.M.R. Train)...Lv.	10.30	"	"	"
	{ Mukden (")...Ar.	5.10 a.m.	Tues.	Thurs.	Sat.
Y14.95	{ " (")...Lv.	5.25	"	"	"
	{ Dairen (")...Ar.	1.30 p.m.	"	"	"
Y40.00	{ " (Steamer) ...Lv.	Noon	Wed.	"	Sun.
	{ Shanghai (")...Ar.		Fri.	"	Tues.

Connecting at Harbin with

* Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

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EXPRESS EXTRA FEE.....Y3.00 SLEEPING CAR SUPPLEMENT.....Y5.00
TICKET AGENTS—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., the Nippon Yusen Kaisha, Orient Line, Messageries Maritimes, and the Hamburg-Amerika Linie.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Ad.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

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SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Ad.: "Mantetsu." Codes: A. B. C. 5th. Ed. A. I. & Lieber's

Agents: MITSUI BUSSAN KAISHA, LTD. Hong Kong, 29th April, 1911. [785]

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Hongkong, 9th June, 1910.

The object of this paper is to publish correct information, to serve the truth and point the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 11th, 1911.

AFFAIRS IN PORTUGAL.

Though the Portuguese Government has repudiated the report that a revolution has broken out in Portugal in favour of the monarchy, the telegrams, which have come to hand, are of a most disquieting nature, and point, if not to an uprising, at least to the near possibility of one. Of the continental nations, Portugal has had a very chequered career, and it looks, even now, as if the republican party has to encounter many stormy seas before it will reach sufficient calm for the working out of the destinies of the nation on lines different from those that the ill-fated royalists took up. Practically speaking, since the assassination of King Carlos on February 1st, 1910, the Portuguese monarchy had existed only on sufferance, but without chance. Manoel had of continuing on the throne of his fathers was gradually swept away by the bad service of the Royalists who not having learnt their lesson from the disaster of 1910 continued their old policy of "Rotativism" or alternation between the Progressist and Regenerator parties, without any serious reform, such as was apparently desired by the country at the time.

During this period the republicans were exceedingly active in discrediting the monarchy, and were aided to a great extent by the collapse of the Credito Predial, due, it was alleged, to maladministration. The scandal reacted on the dynasty and precipitated the revolution. If there were no animosity against King Manoel, personally, at the critical moment he found few active defenders, and without a blow being struck on his behalf he was forced to give up the heritage of the house of Braganza. It is possible that had the republicans pursued a policy of conciliation, with regard to northern Portugal, where the royalists are still strong, the country would have settled down to the new rule, it is possible that the ship of state would have been steered into quiet waters and that true progress would have been made, where little had existed before, but a short-sighted policy was commenced in the early days of the new republic. Not content with the establishment of a form of government, which was absolutely strange to the previous traditions of a people that had begun to look on the monarchy as a thing of perpetuity, the ascendant party began to pursue an active policy of repression against the various time-honoured institutions, that had become an inseparable part of the nation's political economy. The abolishment of the existing constitution was a big step that would take time to secure the approval of the whole of the country, but the drastic changes did not end there. Not content with one big alteration, an alteration that involved the sweeping away of the house of peers, the government pursued a policy of active aggression against the Church of Rome. Whatever might be the faults of the Church, it may be admitted that it had established a firm hold on the sympathies of the people at large, and the suppression of the various religious orders would do much to alienate sympathy from the government and tend to bring adherents to the royalist cause.

We venture to think that this was an faux pas which will have a great influence on the affairs of the nation. All Portuguese are not anti-religious; even a majority cannot be said to exist against it, and by their grave error the republicans have thrown into the balance against themselves all the forces that Rome has at her command. Naturally the church will support the royalist cause, and people that otherwise would have taken little interest in the affairs of the country, burning with a keen resentment that their church should be in any way attacked will follow the church's lead. It would follow, in the circumstances, that the monarchists have a strong backing and this is found to be the case in the north. It may be true that there is no revolution at present in progress, but the possibilities are much in favour of an outbreak. Whether it will come, yet remains to be seen, but we venture to think that the telegrams that have been published in our columns show that a smouldering discontent is existent in the north, which, should it be fanned by winds of aggression, will burst forth into the flames of sanguinary civil war. A king there was, a king there is, and though he is without a throne, it yet remains to be seen whether the actions of the republicans have not strengthened his position and enhanced his chances of again occupying the throne of his fathers.

DAY BY DAY.

Words are like leaves, and where they most abound, much fruit of sense beneath is rarely found.

An insane man was discovered yesterday in Connaught Road by the Police. The man was sent to hospital.

The body of a female infant two years of age was found on the praya at Kennedy Town yesterday afternoon.

A goldsmith of 284, Queen's Road Central, reports to the Police that one of his lokis stole about \$36 worth of gold and absconded.

A woman residing in Wong Lai Chong village reports to the Police that someone broke open her box and stole \$48 worth of jewellery.

The Right Rev. E. M. Fowler, M.A., has kindly consented to deliver a lecture to English-speaking Catholics of the Colony at St. Patrick's Club on Thursday next, 13th inst., at 8.30 p.m.

Breach of Harbour Regulation.
P.C. Reynolds charged Cheung Shing, master of the steam-launch Iha de Dom Joao, in the Marine Court this morning with lying in Causeway Bay Refuge without a permit from the Harbour Master. A fine of \$5 or one month's imprisonment was inflicted by the Magistrate, Lieut. C. W. Beckwith, R.N.

Victoria Theatre.
At the Victoria Theatre to-night, the films of the Coronation celebrations will be shown for the first time. They are well worth a visit to see, as several local notables have, we believe, achieved immortality by getting into the pictures.

Chinese Constable Sent to Goal.
Chinese Constable No. 140, who was recently charged with stealing the sum of \$9.20 from a washman, was yesterday convicted by Mr. J. R. Wood and sentenced to three months' hard labour. Inspector Gauray prosecuted and Mr. Crowther Smith defended.

A Bogus Emigrant.
A boarding-house runner of the Wing Sang boarding-house was charged at the Magistrate's Court this morning with impersonating one of his lodgers as an emigrant to Singapore before the Emigration Officer. A fine of \$100 or one month's imprisonment was imposed. This is the first case brought under the new Ordinance.

The late Mr. Robison.
From native river advisers it is learned that the body of the late Mr. Robison, second engineer of the C.M. str. Kingkwan, who jumped overboard from that vessel several weeks ago about sixty miles below Hankow, was recovered on the 30th ult. below Cock's Head.

Sale of Children.
The native papers report that a large business is being done in Hankow just now in the sale of children. When the news of the fresh disaster in Mien-yang arrived a number of men went up to purchase them. They are returning with their merchandise daily and are chiefly quartered in the mat huts near the railway. A boy can be had for ten strings of cash and a girl for twice that amount.

Rubber Paving.
Referring to the forthcoming Rubber Exhibition, at the Royal Agricultural Hall, the "Times" says that since 1908, when the first exhibition of this kind was held in London, the question of paving streets with crude rubber has been under discussion. Experiments have to some extent been made in London, and it will be interesting to hear results which have been promised.

Recruits Desert Camps.
It has come to the notice of H.E. the Canton Viceroy that many recruits have repeatedly deserted their camps. His Excellency is of opinion that this state of affairs must have been brought about by the rumours circulated by the anarchists. His Excellency has accordingly instructed the Commander of the gendarmes to despatch more men under his command to station in the centres of highways and waterways in order to keep a sharp look out for these bad characters.

GAP ROCK SEMAPHORE.

Erection Completed.

The erection of a semaphore on Gap Rock, reference to which has been previously made in these columns, has now been completed. The apparatus, constructed of wood, is of the Naval type. It is painted black with the arms black and white. The semaphore has been put up on the roof of the lightkeepers' quarters with a clear sky line so that it will be easily visible to passing vessels from a considerable distance. The arms, for signalling purposes, will be operated by means of wooden handles with which they are connected by a chain.

The site for the semaphore was selected by Mr. Churchill, assistant director of public works, and the erection was carried out departmentally by men from the Public Works Department who were employed on the Rock under the superintendence of Mr. Johnson, first light keeper stationed at Gap Rock. The gang of men engaged in the work returned to Hongkong on Friday last.

The semaphore now supersedes the old system of flag-signalling. The improvement cannot but be appreciated by masters of vessels making the harbour of Victoria from the South.

At Waglan.
At Waglan also the land flags will soon make way for the Naval device of marine signalling. At first it was contemplated to put up the structure on the gun platform on the island. We have since learnt that, from observations made, it is considered that a better position on the island may be found than the gun platform, and a difference of opinion exists as to the most suitable site, its selection will remain in abeyance until a high official of the P.W.D. has had an opportunity of again visiting Waglan before a definite site is decided upon. The first consideration in the determination of the location for the semaphore is, of course, its range of visibility to passing steamers. We have no doubt, therefore, that any suggestion offered in these columns by any of our friends of the mercantile marine, will be thoughtfully considered by the Government.

CHINESE CAUSE TROUBLE.

Naturalized Foreign Subjects.

(The "Telegraph" Correspondent.)

Canton, July 7.

It has just come to the knowledge of the Central Government that some Chinese undesirable, taking advantage of being naturalized foreign subjects, are giving the Chinese authorities unending trouble and are an intolerable nuisance. They will interfere with anything if only opportunity presents itself. They defy the laws of the Chinese Government, and, sometimes are so daring that they are beyond the restraint of the police. When they get into trouble, and are placed in custody of the Chinese officials, they generally seek the aid of foreign authorities in asking the Chinese officials to give them up.

The Central Government cannot stand this state of things any longer and thinks it quite time to put an end to it. First the officials may not dare to exercise their powers in connection with such cases, for fear of foreign interference, the Central Government has introduced an Act whereby Chinese, who have become naturalized foreign subjects, are not allowed permanently to stay in the interior of China, to interfere with the public affairs in the country of their ancestors, or create trouble of any kind. Offenders under this Act will be dealt with by the Chinese authorities.

The Canton Viceroy has just been informed of the Act, and has instructed the authorities throughout the province accordingly.

Miniature Sandstorm.

Owing to the high winds prevailing shortly after 1 o'clock this afternoon, there was visible in Hongkong, the somewhat unusual spectacle of a miniature sandstorm. The effects of the storm were felt more particularly in Des Voeux Road on the Praya and the cross streets adjoining.

STRIKE OF BOAT-BUILDERS.

Lock-Out Declared.

As a result of disaffection on the part of native boat-builders at Sham-shui-po, Wan Chai, West Point and Yau-ma-tei, a lock-out was declared at noon to-day by the owners against the men.

It would appear that about a fortnight ago, the men employed in the Chinese yards had their demands for an advance in wages conceded and this fact would seem to have led to the present trouble among the employees in Chinese-owned yards for the construction of vessels of European pattern. The present rate of wages paid to the men is 60 cents a day, less 12 cents in respect of meals supplied, which leaves a net earning of 48 cents daily. The first indication of trouble was forthcoming on Sunday last, when the men displayed open hostility by refusing to work, the nature of their demands being that their wages should be increased to 80 cents a day, including meals. The owners handled the situation with calm indifference and went so far as to assert that even a month of forced idleness on the men's part would not affect them in the least. They went one step further and threatened that unless the men returned to work by noon to-day, they would declare a lock-out, as they had no intention of feeding them in return for idleness.

As the men still adhered to their tenacity to-day, the owners fulfilled their threat and a lock-out has accordingly been declared. On inquiries at the Sze Yip Steamship Company this morning, it was discovered that the strike is confined among the steam-launch firms and that the river-boat concerns are not affected by the men's action.

THE HIPPODROME.

Last night, an entire change of programme was given at the Hippodrome Circus. Among the several new features which were introduced in the course of the evening, the piece de resistance was undoubtedly Master Jenkins' splendid performance on the backs of two spirited ponies. The youngster's evolutions were characterized by great daring and rare skill. The silver-wire net by Miss Elliott was gone through with ease and grace. Other turns are too numerous to mention, but they are all characterized by the same feature—all-round excellence. The present combination is undoubtedly one of the finest that has been seen out in the East.

BOWLING.

Kowloon v. Police.

Three rinks from the Kowloon Club and three from the Police, met in a friendly game on Saturday at Kowloon. The home team were successful by six points.

Kowloon.	Police.
J. Grant.	W. Cooper.
W. Johnson.	E. Fox.
R. Hall.	W. Cameron.
C. Alexander	A. Tangley
(skip) 18	(skip) 23
P. Hunter.	D. Macdonald.
J. Gray.	T. Glendinning.
J. Macdonald.	K. MacLennan.
D. Harvey.	W. Stuart
(skip) 14	(skip) 13
G. L. Duncan.	J. Watt.
G. A. Walker.	P. Angus.
T. Neave.	W. Gerrard.
A. Ramsay.	J. Grant.
(skip) 20	(skip) 10
52	46

SUDDEN RISE IN RUBBER MARKET.

We are informed that rubber has experienced a sharp rise, the price having improved to 46 1/2d. There is an output tendency in the market and the price has gone up in sympathy.

Friday next, the 14th of July, being the French National Fete, the French Consul will be "At Home" at his Offices, Prince's Building. Full particulars will be found in our advertising columns.

SUPREME COURT.

Chinese Account Case.

Judgment Delivered.

In the Supreme Court yesterday morning a case was heard before Mr. Justice Gompertz in which the Tak Wah Lung firm were plaintiffs and Chan Chan Kat defendant. The plaintiffs claimed from defendant the sum of 148 dollars, being balance due for goods sold and delivered.

Mr. R. H. Harding appeared for plaintiffs and Mr. Barlow for defendants.

Delivering judgment in the case this morning, the Puisne Judge said: On this matter it is simply a question whether I believe plaintiff or not. On the balance of probabilities and on their accounts I am bound to believe plaintiffs. Therefore I give judgment for plaintiffs with costs.

Ancestral Sacrifices. Interesting Judgment.

In the Supreme Court, this afternoon, the Chief Justice Sir Francis Piggott and Mr. Justice Gompertz, sitting in Appellate Jurisdiction, gave judgment in the case of Lau Leung Shi and others versus Lau Po Sun and others. The case was brought to determine whether a will made by a Chinaman domiciled in Hongkong was to be interpreted by English or Chinese law. Among the other questions to be decided was as to whether bequests to the sacrificial fund were void, and on this matter there was a great deal of argument. After two days, hearing their lordships' reserved judgment, signifying their intention to consult Dr. Ho Kai on the subject.

Sir Henry Berkeley, K.C., appeared for the plaintiffs while the defendant was represented by Mr. Eldon Potter.

The Chief Justice, in the course of his judgment said that Lau Chin Ting made a variety of bequests by his will in regard to some of which, questions as to their validity had been propounded to the Court by way of original questions. The first question was whether the bequest of seven shares "for ancestors sacrificial fund" was valid? It was inevitable that what was properly described in English law as the "domicile" of the deceased should arise some points in considering the question; it would be well therefore to get that point out of the way. He would assume that what was called the law of the domicile did take the prominent position in those parts of the law of England which was given to it by many learned judges and text writers. He supposed that some day or other the inconveniences of this more than artificial doctrine which was peculiar to English law, and which was totally unknown in any other system of law, would come to be appreciated and all the many anomalies and the fallacies upon which they rested would be done away with, and the law of nationality be substituted for it. But in that case it was unnecessary to trouble about the matter because, assuming the law of domicile to be what it was said to be, he had no doubt whatever that the domicile of that testator was in China. He has said more than once that he did not believe there were half a dozen well-to-do Chinese in Hongkong whose intentions as to permanent and ultimate residence would satisfy the rigorous tests of domicile for the Court to hold them domiciled in Hongkong. He also held in a recent case that the assumption must be that the Chinaman's domicile was in China. However, in this case the question was to be considered in the concrete. Three affidavits only were produced, only one of which tended to show an intention of permanent residence in Hongkong. Now, in the first place he must say that the consequences which the English law is supposed to attach to the domicile of the testator were so far reaching that it was quite impossible to imagine that the question of change of domicile could be decided on such very slender evidence. All the leading cases showed with what minuteness the Courts inquired into the matter; what innumerable details were laid before it; how carefully every fact was weighed in order to decide what the person's real intentions were. But in this case there were only a few affidavits and his Lordship felt very strongly that even if they were not in conflict it would be impossible to decide such a question upon them alone. But they were in conflict, therefore there was an additional reason for holding that the presumption in favour of the domicile of origin was not rebutted. There was one paragraph however in the affidavit of the fourth and fifth co-defendants to which he must refer. They said that the deceased had his ancestral temple in his native village near Canton, and that after he came to reside in Hongkong he went there annually for the purpose of ancestral worship. He was very strongly of opinion that however long a Chinaman's residence in Hongkong may be, so long as he adhered to that Chinese custom he kept up the traditional link with his native country, and that China remained his "true home" in the sense in which it was used in the authorities on the law of domicile. And this very bequest, with which the Court was dealing, showed that he had by no means abandoned it. This brought the Court to the first stage of their inquiry: all questions which by the law of England were determined by the law of the domicile must in this case be decided by Chinese law. It was said (1) that the validity of a bequest in a will was one of those questions, and (2), supposing that in this case the law of England applied to this bequest, and that it was bad either because it was devoted to superstitious uses, or because it violated the rule against perpetuities, and so created an intestacy as to the seven shares, then that the distribution of the property which was personally, was another of those questions. With regard to the first of those questions, if the proposition was sound this bequest would be valid because it was valid by the law of China. His Lordship, after quoting authorities, stated that he did not know any more difficult question in the whole range of law than that which arose when it became necessary to determine the exact application of any general proposition of law as it affected a foreigner or property belonging to a foreigner. The application of the rule against perpetuities in such circumstances raised every possible question of difficulty thus: Does it apply to British subjects, or does it extend to foreigners resident in England? Does it apply to deeds executed in England irrespective of the nationality of the person making them, irrespective of the locality of the property? Does it apply to property in England irrespective again of the nationality of the person dealing with the property and irrespective of his residence? None of the cases in which laws of this nature were considered dealt with those questions in a satisfactory manner. The property in question in this case was of four classes: (1) leaseholds in this Colony; (2) mortgages on leaseholds; (3) shares in companies established in this Colony; (4) shares in firms carrying on business in this Colony. There appeared to be only a small amount of cash which would be absorbed in this charging the liabilities of the estate. It was obvious that the Court could not profess to deal with the property in Macao. They must first deal with the question of conversion which it was contended had resulted from the fact that the testator had blended all the property into one fund and therefore it was to be treated as personality. The doctrine of conversion applied to personality; it did not apply to movables and immovables. There was no authority for saying that immovables could be treated as movables, or that immovables were to lose their character and become pure personality. The law which was applicable to immovables rested on principles which rendered the application of that doctrine of conversion impossible. First, as regarded the leaseholds, leasehold property was personality, but it was also immovable property. The rule against perpetuities applied to the leaseholds in this case. It was unnecessary for the moment to go into a question whether what was

called "ancestral worship," the acts of reverence which all Chinese performed periodically before their ancestral tablets come within the old meaning of "superstitious use." It was enough now to say that such a bequest came within the other rule against perpetuities and was therefore bad. So far as the law of the domicile was concerned, and its influence on the bequest, it disappeared in the presence of the law of the place where the property was. Therefore so far as these seven shares in the households were concerned there was an intestacy, and this must descend according to the statute of distributions. When we came to the shares of companies and firms constituted in Hongkong we got into another order of ideas and the question was not so easy to deal with. It was true that for certain purposes the law had devised an artificial "locus" for nearly all kinds of incorporated property, and there was no doubt that so far as companies were concerned their "locus" was the place where the registered office was. For the purpose of probate this established the jurisdiction of the Court to grant probate, and the liability to probate duty; but it was not the "locus" to such an extent that the "lex loci" was in all circumstances applicable to it. It was personality; and the "lex loci" did not determine its descent in case of intestacy. The question was whether the fact that it had this artificial "locus" in the Colony was sufficient to bring it within the rule against perpetuities and so to make an exception to the principle deducible from *Elliott v. Johnson and Macdonald v. Macdonald*. With regard to personally there were two main propositions: First, it, like everything else was subject to the law of the country where it was; secondly, it was subject to the law which was expressed in the much misunderstood maxim *mobilia sequuntur personam*. The difficulty of applying the first rule was of course the ambulatory nature of the property; which had itself been said to be the reason why the maxim was invented. The difficulty of applying the maxim was common to all maxims, that it contained no indication within itself as to what it meant, and this maxim had at one time applied in many cases which it was now settled did not come within it. If, to take an extreme example, some special ceremony were required by the law of a country to validate the transfer even of coins, to poor relations they would also be good as being charitable.

So far as the bequest to the secondary wives were concerned, there was an absolute bequest to them, but it was afterwards provided that the bequest should, after their death, revert to the estate. These provisions were irreconcilable, and therefore the latter one was to be preferred. They therefore took only a life interest in their respective shares.

The question of non-recognition of concubines of polygamous marriages was referred to, said His Lordship, and assuming that the Chinese marriage law was what they intended by those marriage laws, it was advisable that he should say one way with regard to it. The secondary wives in this case in specific bequests, and these, of course, should be given effect to. But it should be observed that if there was such an extraordinary doctrine of absolute non-recognition as was often stated, then these wives would not take their life interest, for they would be persons whom the law did not recognise. The question re-appeared in the distribution of the property, as to which there was an intestacy. There was, said his Lordship, no such doctrine. As to question 3, as the secondary wives took a life interest the executors were trustees and should invest the respective shares and pay the wives the interest.

As to question 4, the reversions expectant on the deaths of each secondary wife fell into the estate as directed in the will and the shares would be correspondingly increased. As to question 5, the persons entitled as to households and mortgages and those entitled by English law, as to the shares in firms and companies, those entitled by Chinese law.

As to question 6, as to (c) and (b) there should be a scheme

submitted to the Court; as to (d) and (e) there should be a reference to the Registrar.

The Puisne Judge said that after reviewing the general facts of the case that on the question of domicile he agreed with the learned Chief Justice there was nothing in the very slender evidence before them to show that the deceased ever intended to abandon his domicile of origin. The evidence as far as it went was rather the other way and he was of opinion that the deceased never meant to make a permanent home in the Colony. In fact he died a domiciled Chinaman. Dealing with the question of the validity of bequest to the sacrificial fund His Lordship if the rule as to perpetuities obtained in the Colony, and he was of opinion that it did, then the bequest as regards these immobilia was clearly bad; unless indeed, as Sir Henry Berkeley contended, had been a conversion by the testator. The learned Counsel had put it that the directions in the will blending together all classes of property devised had the effect of converting the movable property but it seemed to him that that was not what had happened. They had heard some argument as to whether the bequest was or was not for a superstitious use, but it was unnecessary to discuss that question for the reason that the doctrine of superstitious uses did not apply in this Colony. It was held by the Privy Council that these statutes could not be imported into the laws of the Straits Settlements and it seemed to him that they were equally inapplicable to the circumstances of this Colony. The bequest for a sacrificial fund clearly offends against the perpetuities rule, but there is evidence that such a bequest is valid by the law of China. He saw no reason why a testator domiciled in China where such bequests were good should not leave money to trustees in Hongkong to establish ancestral worship in China if he does so specifically. The policy of our law had nothing to do with the settlements of property in another country. In the case before them it was in evidence that deceased was buried in China. His ancestral tombs were there and his ancestral property in the same place. They were not to suppose him to have intended an illegality. On the contrary the true principal of construction was "Ut res magis valeat quam pereat." In his view deceased meant his executors to invest this fund at or near his native place with his other ancestral property and this was that no doubt they would naturally do. He held that his bequest for ancestral worship was good and valid as regarded the testator's movable property within the jurisdiction.

Mr. Potter: I don't know whether it is necessary to get formal judgment or not?

Sir Francis Piggott: On one point we differ.

Mr. Potter: There ought not to be any formal judgment.

Sir Francis Piggott: No, no. Mr. Potter: All the costs of both parties as between solicitor and client?

Sir Francis Piggott agreed.

A Question of Age.

Sir Francis Piggott delivered judgment in a case heard on June 26th in which the issue was between Chen Hing Juen, otherwise Lin Hing Tong and C. Wilson, Tang Pui Sang and Chan Wai San.

The action was the trial of an issue as to whether the defendant named was an infant on the date when the cause of action accrued, and that the costs of that application be costs in the cause.

His Lordship said that in that case he had one question to decide, whether the defendant was 21 years of age at the time of his being a partner in the C. Wilson restaurant. The evidence tendered by defendant consisted only of statements made by his mother and his aunt. His mother stated that he was born on the 20th day of the 11th moon but could not state the year. She knew he was 23 by Chinese reckoning and added "I know because I gave him birth." His aunt said that she knew he was 23 by Chinese reckoning but she could not remember the year. She attested the birth ceremonies when he appeared to be about a month old. She remembered his age because she had a daughter

for that same year born in the 9th moon and that she, herself, was 22 when the daughter was born and she is now 44. Further she said there were no records of births in the family, "the record is in our hearts." The father who lived in Canton was not called and in regard to the evidence of the women, weighing it in regard to native peculiarities, he thought it advisable to consult assessors and by agreement he had consulted the Hon. Mr. Brown and the Hon. Dr. Ho Kai. The questions he had put to these gentlemen were the following:—Viewed by itself, is the evidence given by the witnesses such as might be expected from Chinese women, and in the absence of other considerations, should I be justified in believing it? Are there any other considerations in the case which throw a doubt up on it? Neither of the assessors knew anything about the case and had simply heard the evidence read to them. It seemed to him to be of the greatest importance that the Court should appreciate the standpoint of a Chinese witness as there were things in their philosophy quite unaccountable in ours and the test of truth could only be found by getting at the reasons why they made the statements. The assessors were unanimously of the opinion that there was nothing unbelievable in what the witnesses had said but owing to the complicated calculations it was highly improbable that they would know the exact year and on the contrary "the record of the heart" exactly expressed the fact, for the Chinese women did carry these things in their memory, and the strange logic of the aunt's reasoning was quite satisfactory viewed by itself. The answer to the first question was in the affirmative but other considerations induced them to advise him to disbelieve it, first that the father was not called, and that by Chinese customs it would be his business to record the birth in the ancestral temple. The assessors did not believe there was no record as the keeping of a such was invariable in all well-to-do Chinese families and any customs depended on it, notable when persons become engaged to be married the parents exchanged documents recording the ages of their children to serve as permanent records. It was more than highly probable that a Chinese of the age of defendant was engaged to be married, whether he was or not, it was inevitable that his age should be accurately stated. For these reasons, the assessors being of the same opinion he felt justified in disbelieving the women's evidence and he therefore came to the conclusion that defendant was over the age of 21 when he became a partner.

Lecture by Monsignor E. W. Fowler.

Monsignor E. W. Fowler, who is now a guest at the Astor Hotel, has just arrived from New Zealand where he has spent most of his time lecturing in various districts. The Rev. gentleman came out to the East some eight years ago as secretary to the Rev. Archbishop Hardy of the Philippines. Subsequently he was twice recalled to Rome on very important apostolic affairs. The members of the Catholic Union have invited him to give a public lecture on Thursday next at 8.30 p.m. in their reading room and the public are cordially invited to attend. The subjects of his lecture will be his own impressions of the Philippines, &c.

Health Statistics.

The weekly return, showing the number of cases of communicable diseases which have been notified during the past seven days in the Colony, state that the number of cases of bubonic plague reported is eight, six of which have ended fatally. All the persons involved were Chinese. There were also three cases of cholera all of which ended fatally, three cases of enteric, none of the sufferers dying, and three fatal cases of small-pox. All the reported cases were those in which Chinese were concerned. Since January 1st there have been 190 cases of bubonic plague, and 161 deaths. For the forty-eight hours ended at noon yesterday two cases of plague were notified, one from Tuk Sing Lane and the other from the postmen's quarters at the rear of the Land Office. The latter was fatal.

THE SHANGHAI DOCK AND ENGINEERING CO., LD.

The fifth annual general meeting of the above Company was held yesterday at the head office, 26 Broadway. Mr. John Pringle presided, and other Directors present were Messrs. J. W. Bandow, C. E. Anton and E. G. Barrett. Altogether 9,915 shares were represented. The Chairman said:—Gentlemen: The Reports and Accounts having been in your hands for some days, with your approval, we will take them as read. We regret that the revival of shipping and trade we all have been hoping for has not yet taken place and that on account of the scarcity of work and the keen competition for it (not only here but also in Hongkong and Japan) prices have been reduced to very low rates; and the result to us has been, that our gross earnings for the year are £57,711.72 and our net earnings £25,572.78 less than they were the previous year.

The net profits for the year including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities, amount to £149,531.02 which we recommend be dealt with as follows: pay a dividend of £25.50 per share and carry forward to new account £11,531.02.

As you are doubtless aware, we are not the only sufferers from dullness of trade in shipbuilding, engineering and repairing.

Looking has also been bad during the year; we have only docked 143 vessels of a total tonnage of 221,308, as against 165 vessels and a tonnage of 220,704 last year.

As you know, we do not confine ourselves only to shipbuilding, engineering, boiler-making and repairing, but undertake all kinds of work, such as bridge construction, work, heating, electricity, etc., but business in all these lines has been slack also.

We are in course of constructing a steel twin screw transport 300ft. long for the U.S. Army Quartermaster's Department building and are in treaty with various parties for several other steamers, for which if the engineers decide to build we hope to secure the orders for some of them. During the year, Messrs. Michelau, Landale, Macrao and Craig resigned and Messrs. Bandow, Anton and Barrett were elected to fill each of the vacancies and their appointment requires your confirmation. It is not intended at the moment to fill the other vacancy.

In accordance with the Articles of Association Messrs. A. M. Marshall and John A. Bandow (who took the place of Mr. Michelau) retire, but being eligible, offer themselves to re-election.

The accounts have been audited by Messrs. Lowe, Bingham and Matthews, who offer themselves for re-election.

Before moving the adoption of the report and accounts I will be pleased to answer any questions regarding them.

The following resolutions were passed unanimously:—Proposed by Mr. J. W. Bandow, seconded by Mr. J. W. Bandow, that the Directors' report and statement of accounts for the year ending April 30, as presented and circulated, be adopted and passed, and the Directors be authorized to pay a dividend of £25.50 per share to shareholders on the register to date.

Proposed by Mr. J. M. Young, seconded by Mr. H. Roger that the election of J. W. Bandow, C. E. Anton and E. G. Barrett be confirmed.

Proposed by Mr. J. H. Teesdale, seconded by Mr. G. Von Arnim, that Messrs. T. W. Bandow and A. M. Marshall be re-elected Directors.

Proposed by Mr. H. E. Kadoorie, seconded by Mr. D. Turnbull, that Messrs. Lowe, Bingham and Matthews be elected auditors for the current year.

Typhoon Warning

The telegram quoted below was received at the American Consulate-General, Hongkong, from the Manila observatory at 11.15 a.m.:—Manila, July 11, 10.20 a.m.—Cyclone or typhoon W. of Naha mying N.

HONGKONG, CANTON AND MACAO STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary. Hongkong, 11th July, 1911. [1251]

NEW DAILY PAPER FOR SHANGHAI.

The "Japan Advertiser" of the 30th ult. writes:—

Mr. B. W. Fleisher sailed yesterday for Shanghai on the Oriental, in connection with his work as a director and general manager of the new daily to be published in Shanghai. There have been many reports and rumours published regarding this new enterprise. None of these have been entirely correct while a great many of them have been absolutely false. While we feel that any announcement in regard to this project would be considered premature in view of those rumours it seems advisable to briefly outline the new scheme. The new daily will be known as the "China Press." It will be printed in English, with a large daily supplement in Chinese.

The "China Press" is not and will not be subsidised by the Chinese Government or any other government, nor is it or will it be subsidised by any corporation or individual either in China, America or elsewhere. It should be unnecessary to make a statement of this order, but the vernacular press has persisted in attempting to distort facts by misstatements of various accounts, one of which characterised the new publication as a product of the American Government, others as being subsidised by the Chinese Government, or supported by some individuals and it is necessary that the truth should be known that the new enterprise is simply a business proposition and is not in the pay or obligated in any sense to any government or corporation or individual in any manner whatever. It will be perfectly free and independent. The directors of the company will include prominent Chinese and Americans.

The "Japan Advertiser" is a separate organisation with separate ownership, and no change is contemplated. The two papers will have no connection, other than that they will co-operate in many fields for the gathering of news. Both papers will benefit in so far as various enterprises can be found impossible for either paper to attempt alone. The subscribers of the "Japan Advertiser" will be interested in this side of the venture as it will permit of the introduction of new features, an enlarged cable service, correspondents and offices abroad, and the interchange of reliable and impartial news. We will have considerable matters of importance and interest to announce in this connection at no distant date. Mr. Thomas F. Millard will be Editor-in-Chief of the "China Press" and will be assisted by a large and experienced staff. Under the new arrangements, the "Japan Advertiser" and the "China Press" will be enabled to place before their readers the most complete cable service in the Far East, impartially rendered and free from restraint. Such efforts are worthy of the support of the public generally and without doubt will meet with their approval.

Property to the value of \$14 was stolen from a junk yesterday afternoon.

Hongkong Bank

We are officially authorized to state that subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting Dividend of 22 per share. Add to the Silver Reserve Fund \$500,000 and carry forward about \$2,000,000.

YOU

CAN ALWAYS GET THE BEST QUALITY

LOCAL

BEEF AND MUTTON

AND

AUSTRALIAN

FROZEN MUTTON, LAMB,

RABBITS, HARES

FROM

THE DAIRY FARM CO., LIMITED,

BUTCHER'S DEPARTMENT.

PRICE LIST ON APPLICATION.

Today's Advertisements

CONSULAT DE FRANCE, HONGKONG.

FRIDAY Next, 14th of July, being the FRENCH NATIONAL FETE, the Consul for France will be pleased to receive at his office, Prince's Building, between 11 and 12 the members of the French Community, and between 12 and 1 p.m. British Officials and Officers and his foreign colleagues and all other persons who may wish to call on that occasion.

The Consulate of the Consulate will be closed all day on the 14th. Hongkong, 10th July, 1911. [1253]

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of Three and a half Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. Hongkong, 11th July, 1911. [1253]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of Two Dollars per Share for the Six months ending 30th June, will be payable on SATURDAY, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment & Agency Company, Limited.

General Agents for the West Point Building Company, Limited. Hongkong, 11th July, 1911. [1250]

POPULAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints. Hongkong, 7th April, 1911. [34]

C. E. LOUVEAULT EXTRA DRY.

\$24.00 per case. FRENCH STORE, 0, Queen's Road. Hongkong, 17th June, 1911. [74]

STEAM LAUNDRY CO. YAU MATI.

Established 1890.

THE only successful Steam Laundry in the Far East. The only Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery. Flannels and underwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a specialty. Depot No. 4, Beaconsfield Arcade, Tel. K32.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [391]

MAN CHEONG, 15B, WELLINGTON STREET CENTRAL, HONGKONG.

SWATOW DRAWING WORK.

Gentlemen and Ladies

TAILORS & OUTFITTERS.

Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Lace, &c., &c.

Hongkong, 23rd January, 1911. 836

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS,

PROVISION & COAL

MERCHANTS.

Hongkong, 23rd Mar., 1911. [390]

The Perfect Whisky

See

The Name,

"D. & J."

McCallum"



SOLE AGENTS—

H. PRICE & CO., LTD.

12, Queen's Road Central,

HONGKONG.

Hongkong 11th July 1911

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong
"EMPEROR OF JAPAN" Sails, July 22. "ALLAN LINE" Sails, Aug. 18.
"EMPEROR OF CHINA" Sails, Aug. 12. "EMPEROR OF BRITAIN" Sails, Sept. 8.
"EMPEROR OF INDIA" Sails, Sept. 2. "ALLAN LINE" Sails, Sept. 29.
"EMPEROR OF JAPAN" Sails, Sept. 12. "EMPEROR OF BRITAIN" Sails, Oct. 20.
"EMPEROR OF CHINA" Sails, Sept. 23. "EMPEROR OF INDIA" Sails, Oct. 20.
"EMPEROR OF JAPAN" Sails, Oct. 11. "ALLAN LINE" Sails, Nov. 10.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port of New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (defined intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43 Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
SHANGHAI & NINGPO, "CHOYSANG" Thursday, 13th July, Noon.
SHANGHAI, KOBE, & MOJI "KITSANG" Friday, 14th July, Noon.
MANILA, "LOONGSANG" Saturday, 15th July, 2 p.m.
SINGAPORE, PENANG, & CALCUTTA "NAMSANG" Monday, 17th July, Noon.
SANTAKAN "MAUSANG" Monday, 17th July, Noon.
TIENTSIN "CHEONGSHING" Thursday, 20th July, Noon.
MANILA "YUENSANG" Saturday, 22nd July, 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily surgical team is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chelou, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 215. General Managers. Hongkong, 11th July, 1911.

BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR
VANCOUVER, SEATTLE AND PORTLAND (Or.) via
SHANGHAI AND JAPANESE PORTS.

Steamer	Tons D W	Captain	On or about
"ORTERIO"	11,000	Jas. Finlay	July 27th.
"SUIERIC"	11,000	F. Cowley	August 22nd.
"KUMERIC"	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

All these steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,

KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 6th July, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer From Expected on or about For Will leave on or about

Tibodas	JAPAN	1st half July	SHANGHAI	1st half July
Tilharom	JAPAN	2nd half July	SHANGHAI	2nd half July
Tijihong	JAPAN	2nd half July	SHANGHAI	2nd half July
Tijimahi	JAPAN	2nd half July	JAVA	2nd half July
Tijipanas	JAPAN	2nd half July	JAVA	2nd half July
Tijikini	JAPAN	1st half Aug.	JAPAN	1st half Aug.
Tijitap	JAPAN	1st half Aug.	SHANGHAI	1st half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, King Building.

Telephone No. 375. Hongkong, 10th July, 1911.

Shipping—Steamers.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATE, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	MIYASAKI MARU, Capt. T. Murai, T. 3,000 KITANO MARU, Capt. F. E. Cope, Tons 3,000 IYO MARU, Capt. R. Takeda, Tons 7,000	WEDNESDAY, 19th July, at Daylight. WEDNESDAY, 2nd Aug., at Daylight. WEDNESDAY, 16th Aug., at Daylight.

VICTORIA, B.C., & SEATTLE	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 15th July, from KOBE
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VICTORIA, B.C., & SEATTLE via KAKUNO, SHANGHAI, MOI, KOBE, YOKKAICHI, SHINJI & YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tons 7,000 AWA MARU, Capt. Itazawa, Tons 7,000	TUESDAY, 18th July, at 4 p.m. TUESDAY, 15th Aug., at 4 p.m.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY, INLAND, TOWNSVILLE and BRISBANE.	KUMANO MARU, Capt. M. Winkler, Tons 7,000 YAWATA MARU, Capt. T. Sakino, Tons 6,000	FRIDAY, 4th Aug., at Noon. FRIDAY, 1st Sept., at Noon.
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SHANGHAI, MOJI & KOBE.	TOGA MARU, Capt. Tokawa, Tons 6,000	WEDNESDAY, 19th July.
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KOBE & YOKO- HAMA	HIRANO MARU, Capt. H. Furer, Tons 3,000	THURSDAY, 20th July, at 11 A.M.
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KOBE and YOKO- HAMA	YAWATA MARU, Capt. T. Sakino, T. 6,000	TUESDAY, 1st August, at Noon
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† Fitted with new system of wireless telegraphy.

* Carries deck passengers. † Calling at Djibouti.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUSUMOTO, Manager.

CHEAPEST SUMMER RATES

between
HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
	RETURN.	RETURN.	RETURN.	RETURN.

1st Class	\$120	\$110	\$100	\$90.
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2nd "	\$80	\$70	\$60	\$50.
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With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUSUMOTO, Manager.

Telephone No. 36. Hongkong, 10th July, 1911.

Butterfield & Swire.

Agents.

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Telephone No. 36. Hongkong, 10th July, 1911.

Butterfield & Swire.

Agents.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

TO
Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. Silas 16th July

Ambrisa 23th July

Alesia 30th July

Protesels 25th Aug.

Suevia 6th Sept.

Sachsen 29th Sept.

Bayern 6th Oct.

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 4th July, 1911.

[966]

HONGKONG—

PHILIPPINES

PHILIPPINES

STEAMSHIP CO.

Steamship, Tons, Captain, For, Sailing Date.

ZAFIRO... 4000 M. C. Smith. { MANILA, THURSDAY, 20th July, 4 p.m.

RUBI 1000 S. C. by ... { CEBU & ILOILO, MONDAY, 31st July, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

GENERAL MANAGERS.

Hongkong, 11th July, 1911.

[111]

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fast and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118. Hongkong, 12th June, 1911.

[1008]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LIMITED.

Mail Service to Australia.

(SUBJECT TO MODIFICATION.)

Steamers, Arrive Hongkong from Australia, Leave Hongkong for Australia.

EMPIRE 3rd July

ST. ALBANS 18th July

EASTERN 25th Aug.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents.

[966]

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION)

Steamer Tons Captain Date of Sailing.

America Maru 11,000 A. G. Stevens, Friday, July 21, Noon.

Tenyo Maru 11,000 H. Bent, Friday, July 28, Noon.

Nippon Maru 11,000 H. S. Smith, Friday, Aug. 18, Noon.

† Triple Screw, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, the 11th July, at Noon.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of MEXICO at MANZANILLO.)

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

Steamer Tons Captain Date of Sailing.

Kiyo Maru 17,200 H. Nishi, Tuesday, Aug. 15, Noon.

Buyo Maru 10,500 K. Hashimoto, Saturday, Oct. 14, Noon.

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU on TUESDAY, 15th August, at Noon.

For further particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier).

Telephone No. 368.

[968]

RUBBER.

The following extracts are taken from the "London and China Express" of June 16th:—

"The market for Para has been quiet and steady during the greater part of the week, but closes rather easier. Hard Fine on the spot and June-July delivery sold at 4s. 2d. and value (last year 10s. 7d.) July-August at 4s. 3d. to 4s. 2.1-2d. and value, and August-September 4s. 3.1-2d. to 4s. 3d. and value, September-October quoted 4s. 3d. value, and October-November 4s. 2d. Soft Fine June-July and July-August delivery quoted 4s. 1d. value.

Plantation easier. First Latex June delivery closes 6s. value.

Contract qualities July-September at 4s. 6.1-2d. value, October-December sold at 4s. 4d., now 4s. 3.1-2d. sellers. Receipts at Para to date are 700 tons, against 415 tons last year.

It has always been obvious that there is a promising opening for any fabric in which the defects of rubber are eliminated while all the undeniable merits of rubber are retained. In "Rubberoid," a new substance recently patented, there seems solid reason to believe that this happy

LOG BOOK.

"The Maiden Voyage of the Olympic."

Bright sunshine greatly contributed to the spectacular effect of the departure from Southampton of the Olympic upon her maiden voyage to New York. In spite of the strike troubles, which threatened at one time to cause such a lack of porters for coaling as to necessitate serious delay, the liner left the stage a few minutes after noon. Coaling, which began on Tuesday, was carried on by strike-breakers, whose organization amid the difficulties inseparable from the starting of a liner upon her first voyage reflects no little credit upon those responsible for it. One of the effects of the strike will, however, be that the Olympic will have to replenish her bunkers at New York with more American coal than would normally be the case.

(Crowds of interested and enthusiastic spectators were assembled this morning upon neighbouring points of vantage to witness the delicate business of getting the ship clear of the dock. It was nearly an hour before the last of the tugs and tenders left her and she had begun to proceed down Southampton Water under her own steam. Perhaps the most striking thing about her departure was the practical comparison which it allowed between the size of the Olympic and that of what may now almost be called the last generation of liners. The Dutch ship Kroonland and the New York, of the American Line, were moored hard by. The Kroonland is about 15,000 tons and the New York over 10,000, yet from the highest deck of the Olympic they seemed to be dwarfed into bewildering insignificance. Bawling, too, is the interior of the new vessel with its corridors, halls, public rooms, staterooms, and room-like cabins.

Of the sea-going qualities of the Olympic a run across Channel in perfect weather is no test, and the fact that she only arrived at Oborbourg at 7 o'clock instead of between 4 and 5 cannot be taken to reflect upon her potentiality for speed or to make vain the expectations of her owners that she will arrive at New York this day week. It would be unfair to expect engines to do their best during the first few hours of a maiden trip. The prospects of the voyage in that respect will be clearer in a few days.

The P. & O. S. Medina.

The Peninsular and Oriental Company's steamship Medina, which will convey the King and Queen to Bombay in November on the occasion of their visit to India for the Durbar, has recently carried out a series of steam trials on the Clyde, with entirely satisfactory results. She is a fine vessel of 12,500 tons gross register, with two sets of reciprocating engines developing 10,000 h.p.; length, 560 ft.; displacement, 18,700 tons. She and her sister ship, the Maloja, which has been especially assigned for the conveyance of passengers to India attending the Durbar, are the largest of the "M" members yet built for the P. & O. Both ships will have powerful "wireless" installations, electric laundries, etc. The work of fitting out the Medina for her maiden voyage as a King's ship will now be continued at the yard of the builders, Messrs. Caird & Co., of Greenock. The official trials of the Maloja are expected to take place in August.

Our Tokyo correspondent writes:—With reference to the report that the Navy Department is about to create a new base of operations for the fleet at Bonin Island, the naval authorities state that the rumor is pure invention. The Futaba Bay, Chichi Island, affords convenient anchorage for the fleet. It is, however, not necessary for Japan to have a naval base other than the Yokosuka Naval Station on the coast of the Pacific from the strategic point of view. Japan prefers so-called transferable defence to fixed defence, and great stress is laid upon the construction of

SPARRING AS EGG STEALER.

The impudence of the sparrow is well-known, but "W. S." writing from Blantyre to the "Field," gives us another instance. He says: On May 10 a friend, while sitting beside a mill dam here, observed a dipper leaving what he at once saw was its nest. Immediately a pair of house sparrows flew down from the mill, and while the cock alighted on a tree close by, the hen at once entered the dipper's nest and soon issued forth with an egg in her bill. Alighting on the grass, she at once proceeded to suck the contents, finishing up by completely demolishing the shell. This did not seem to satisfy her appetite, for she again entered the nest and stole yet another egg and was busy sucking it, when my informant drove her away making her leave the half-empty eggshell behind. All through this predatory performance the cock sparrow remained chirping on the tree, taking no other part than that of a spectator.

A BRAVE ROBIN.

In Ladybank Auction Mart an energetic auctioneer had knocked a hole in the rostrum with his hammer. Inside this hole and behind the boarding a robin has built its nest, where (says a correspondent of the "Scotsman") it is now sitting on four eggs. It treats with indifference the ordinary visitor, and even on sale days, notwithstanding the tumult and noise of the "ring" and the unusual presence of men, cattle, and dogs, and the thumping of the auctioneer's hammer within an inch or two of its nest, the brave robin sits on undismayed.

STATE OF NORTH BORNEO.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of the REVENUE FARMS in the STATE OF NORTH BORNEO from 1st January, 1912, as set out hereunder:—

Tenders will be received at the Office of the Government Secretary, Sandakan, up to 12 o'clock Noon on the 1st day of October, 1911, for the purchase of the exclusive privileges of the Farm enumerated below for a period of 1, 2 or 3 years commencing on the 1st January, 1912.

The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1912, 1913 and 1914; a different sum may be offered for the first, second and third years respectively. The prices offered for the separate years should be framed on a sliding scale according to the number of coolies. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

The Farms above referred to are the OPIUM, SPIRIT, GAMING and PAVANING FARMS for the whole or part of the State. Copies of the Forms of Contracts for the Farms and full particulars of the conditions to be observed by tenderers may be seen on application at the Office of the Government Secretary, Sandakan, or of Messrs. Guthrie & Co., Singapore and Penang, or of Messrs. Ginn, Livingston & Co., at Hongkong.

The retail rates for Opium fixed by Government for the Opium Farm for 1912, 1913 and 1914, are those specified below, viz.:—

For every 300 lb. packet \$0.14

" 4 " " 0.19

" 5 " " 0.24

" 6 " " 0.28

" 3 chi receptacle ... 1.45

" 1 tahl " 4.89

Hongkong, 19th June, 1911. [1219]

CHINESE ENGINEERING

and MINING COMPANY, LD.

CANTON-HONGKONG-TIENTSIN LINE.

With liberty to call at intermediate ports.

THE Steamship

"KWANGPING" will be despatched for Tientsin about end of July.

For Freight, apply to CHINESE ENGINEERING AND MINING CO., LD., 16, Alexandra Buildings, or

CHANG FAT YUEN, 303, Des Voeux Road Central, Hongkong, 3rd July, 1911. [1289]

Shipping-Steamer s.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIPS. CAPTAIN. LEAVING. Halyang... Capt. J. W. Evans... FRIDAY, 14th July, at 1 p.m. Haitan... Capt. J. S. Roach... TUESDAY, 18th July, at 1 p.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Halmun... Capt. A. H. Stewart... THURSDAY, 13th July, at 1 p.m. During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Fochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to Douglas, Lapraik & Co., General Managers.

957]

Consignees

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex s.s. "Moldavia."

From Australia ex s.s. "Moulton."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th July, 1911. [1262]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "AMERICA MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on THURSDAY, the 13th inst., at 5 p.m., will be landed at Consignees' risk and expenses and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on THURSDAY, 20th inst., afternoon, will be subject to rent and landing charge.

All clarified and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before MONDAY, the 25th inst., otherwise they will not be recognized.

K. MATSUDA, Agent.

Hongkong, 10th July, 1911. [868]

To Sail

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Calao.

(Taking Cargo at through rates to Persian Gulf and Bagdad; also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI,"

Capt. Figari, will be despatched as above TO-MORROW, the 12th inst., at Noon.

For further particulars regarding freight and passage, apply to CARLOWITZ & CO., Agents.

Hongkong, 7th July, 1911. [136]

To Sail

Regular Steamship Service to New York,

via PORTS and SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK:

S.S. "SURUGA" (Sailing on or about 14th July.

For Freight and further information, apply to

DODWELL & CO. LTD., Agents.

Hongkong, 8th July, 1911. [1262]



The Peninsular and Oriental Steam Navigation Company.

STEAM FOR STRAITS, C' LON, AUSTRALIA, IND' ADEN, EGYPT, MEDIT' RANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ASSAYE,"

Captain (H. W. Cockman, R.N.), carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 22nd July, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "India," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Persia," due in London on the 8th September, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th July, 1911. [14]

Hongkong-New York.

AMERICAN-ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INVEROLYDE"

On or about 27th July, 1911.

For Freight and further information, apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, 3rd July, 1911. [1240]

DIRECT TO SOUTH AFRICA.

S.S. "BARON ANDROSSAN"

The above steamer will be despatched on or about 20th August, direct for Delagoa Bay, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town.

For Freight, apply to GILMAN & CO.

Hongkong, 6th July, 1911. [1361]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STEAMERS TO RAIL ON REMARKS.

LONDON & ANTWERP. WERF v. S' PORE, PHRANO, C' MO, PORT SAID AND MANZILLAS. NODIA 5 p.m. } Freight and Passage. W. F. G. Fox 13th July

SHANGHAI. SHANGHAI, MOJI, KOBE & YOKOHAMA. NORA Daylight, 15th July } Freight and Passage. Capt. G. Philipp 20th July

SHANGHAI. SHANGHAI, MOJI, KOBE & YOKOHAMA. DELHI About 20th July } Freight and Passage. Capt. H. S. Bradshaw 22nd July

LONDON, VIA USUAL PORTS OF CALL. ANHAY Noon, 22nd July } See Special Advertisement. Capt. G. W. Cockman, R.N.

SHANGHAI, MOJI, KOBE & YOKOHAMA. SOCOTRA About 27th July } Freight only. Capt. F. L. Andrews, R.N.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 11th July, 1911. [14]

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For STEAMERS. To sail on

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG. "YORCK" 17,000 } WEDNESDAY, 12th July, at Noon. Capt. J. Handermann ...

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA. "LUTZOW" 17,300 } About WEDNESDAY, 12th July. Capt. J. Bortfeldt, DAY, 12th July.

MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE. "PRINZ SEIBERND" 6,000 } SATURDAY, 15th July, at 1 p.m. Capt. F. Branning ...

KUDAT & SANDAKAN. "BORNEO" 5,050 } Middle of July. Capt. F. Semblitt, DAY, 12th July.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telephones.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 29th June, 1911. [7]

IF YOU WANT

A REALLY GOOD AND WHOLESOME

TABLEWATER

ASK FOR

MATTONI'S GISSHUEBLER!

Ask your Doctor about it.

SOLE AGENTS:

BUME & REIF,

9, ICE HOUSE STREET.

Tel. No. 264.

Hongkong, 16th May, 1911. [1107] 41]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient result

100-Ton ELECTRIC CRANE on Quay—ELECTRIC OVERHEAD CRANES throughout the Shops Raising up to 100 Tons.

Estimates given for Docking, Repair to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & JAPAN.

Intimations

WM. POWELL, LIMITED.

CLIENTS' OUTFITTERS.

THE "HUSSAR" COLLAR

\$5.00 per doz.

In all depths from 1 1/4 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL, LIMITED,

28, Queen's Road.

Hongkong, 16th June, 1911. [1048]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 10.00 a.m. " 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 6.00 p.m. " 10 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers,

Hongkong, 16th June, 1911.

DRAGON CYCLE DEPOT,

ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.

